



SR 252

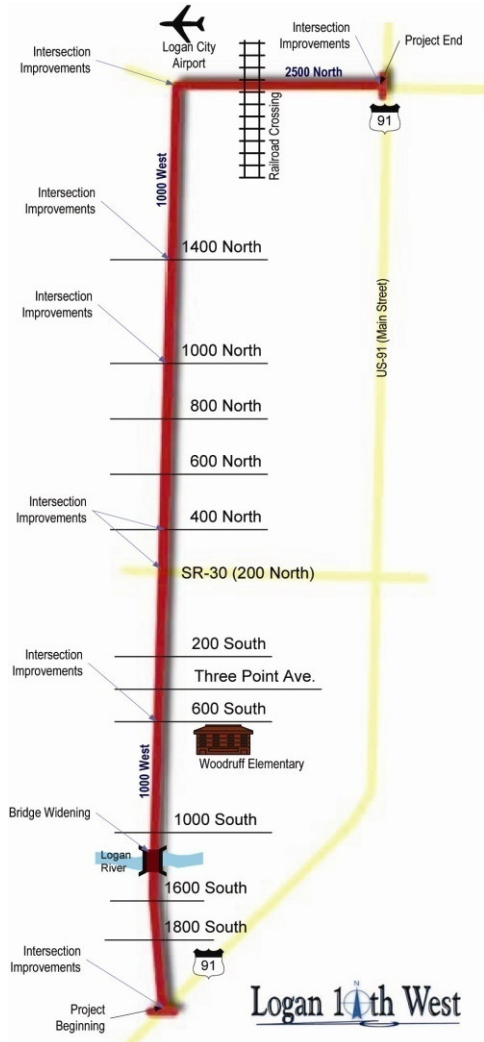
**Project Background and Conceptual
Design Information
as of November 2008****

2009

***The development of revised concept designs is underway and will be presented for input beginning April 2009 and highlights of the updated design will be posted to the web page in May/June 2009*



10th West Project Area



What We've Heard

- Pedestrian, bicycle and vehicle safety is critical
- Difficult to access on and off the corridor
- Environmental issues – wetlands, noise and drainage
- Increasing congestion on the roadway and through intersections
- Pedestrian access to / from Woodruff Elementary is important
- Stormwater and drainage concerns
- Lack of current road capacity to meet traffic needs
- Vehicle speeds exceeding posted speed limits

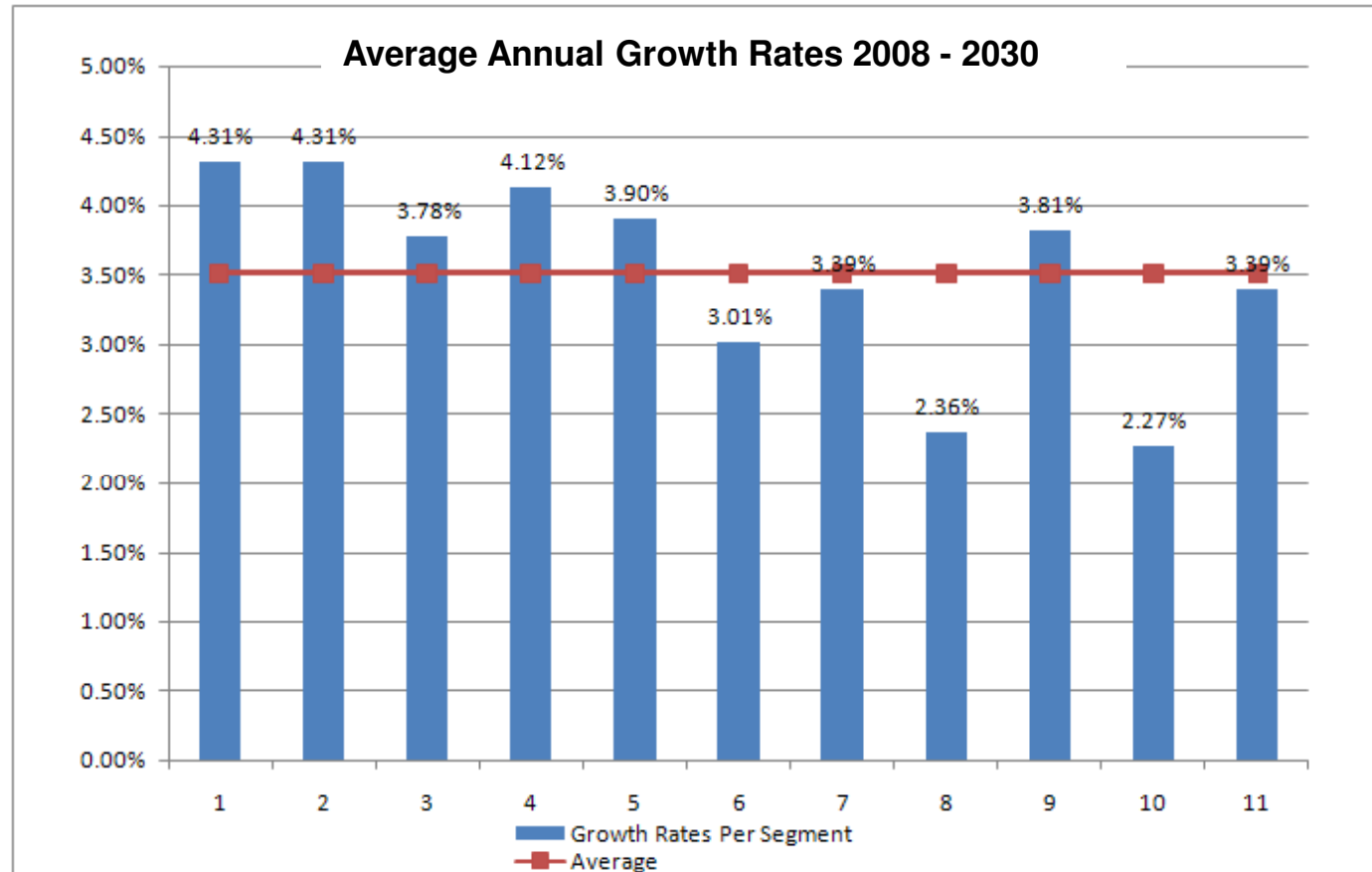


What We Know

- ▶ Corridor segment analysis illustrates higher future volumes and failures than previously projected
- ▶ Traffic volumes by 2030 are expected to double and will cause failure conditions on the corridor if improvements are not made
- ▶ Only 10% of traffic are trucks
- ▶ Safety conditions are currently better than on similar Utah roads

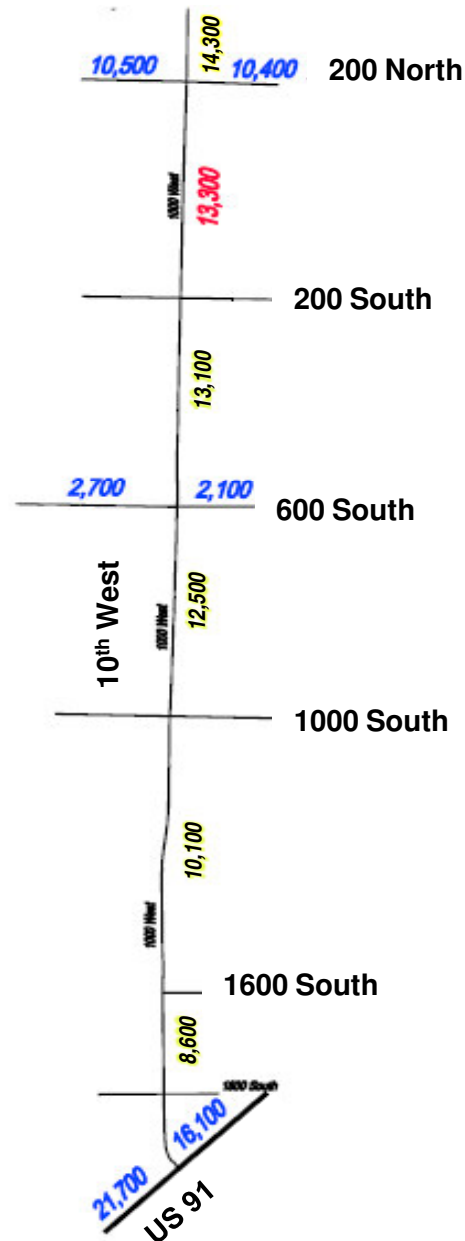
What We Know – Growth Rates

1. US 89/91 to 1600 South
2. 1600 South to 1000 South
3. 1000 South to 600 South
4. 600 South to 200 South
5. 200 South to 200 North
6. 200 North to 400 North
7. 400 North to 1000 North
8. 1000 North to 1400 North
9. 1400 North to 2500 North
10. 1000 West to 600 West
11. 600 West to US 91

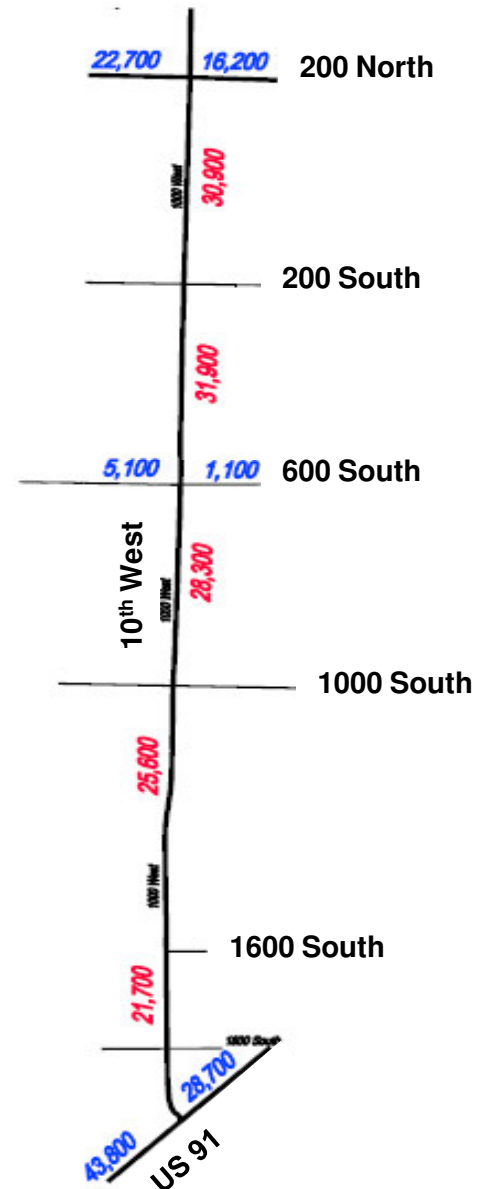


What We Know – Traffic Volume

2008 Traffic Volumes

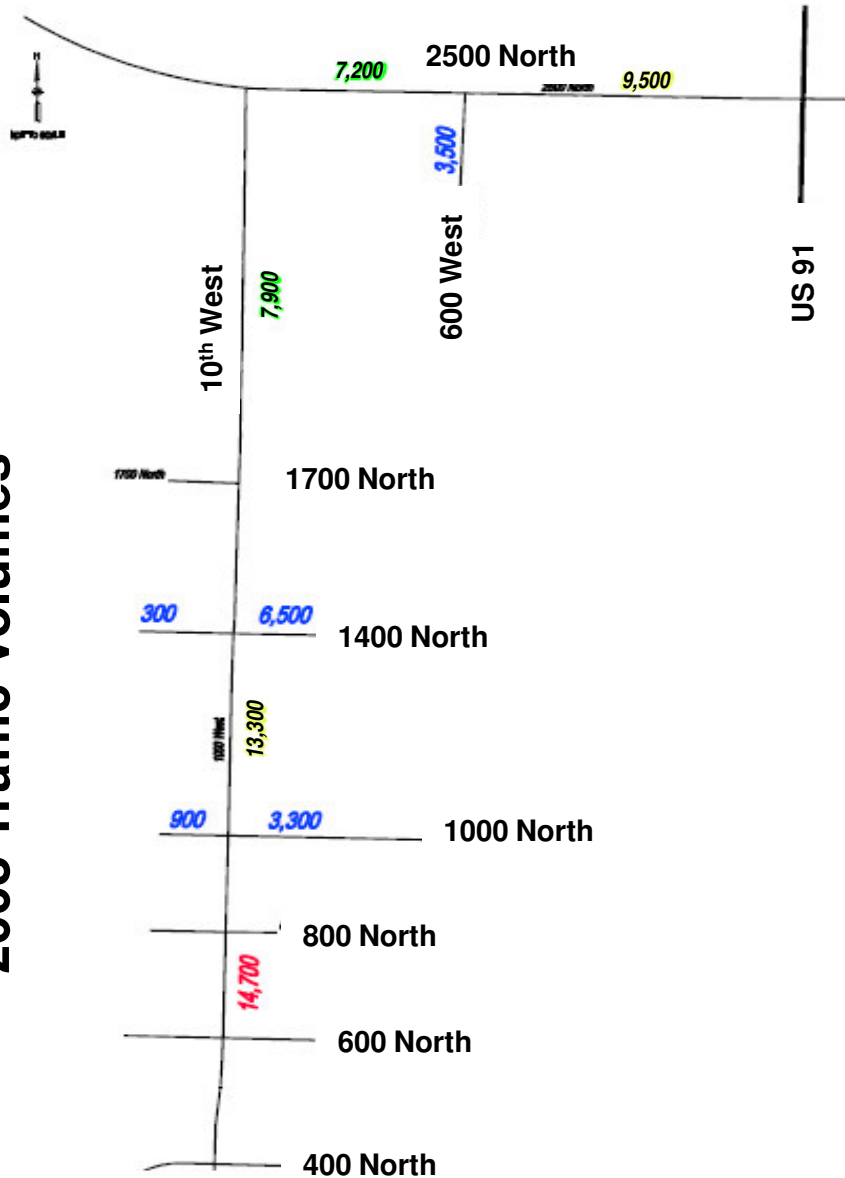


2030 Traffic Volumes

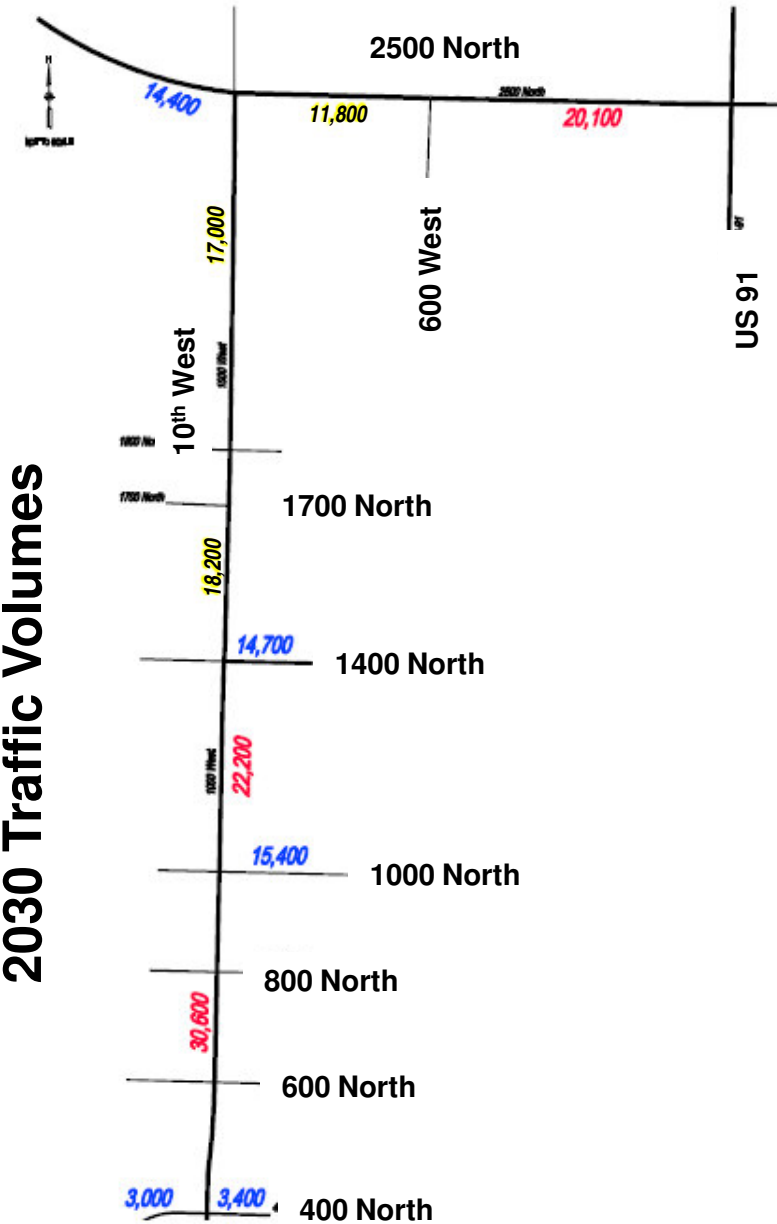


What We Know – Traffic Volume

2008 Traffic Volumes

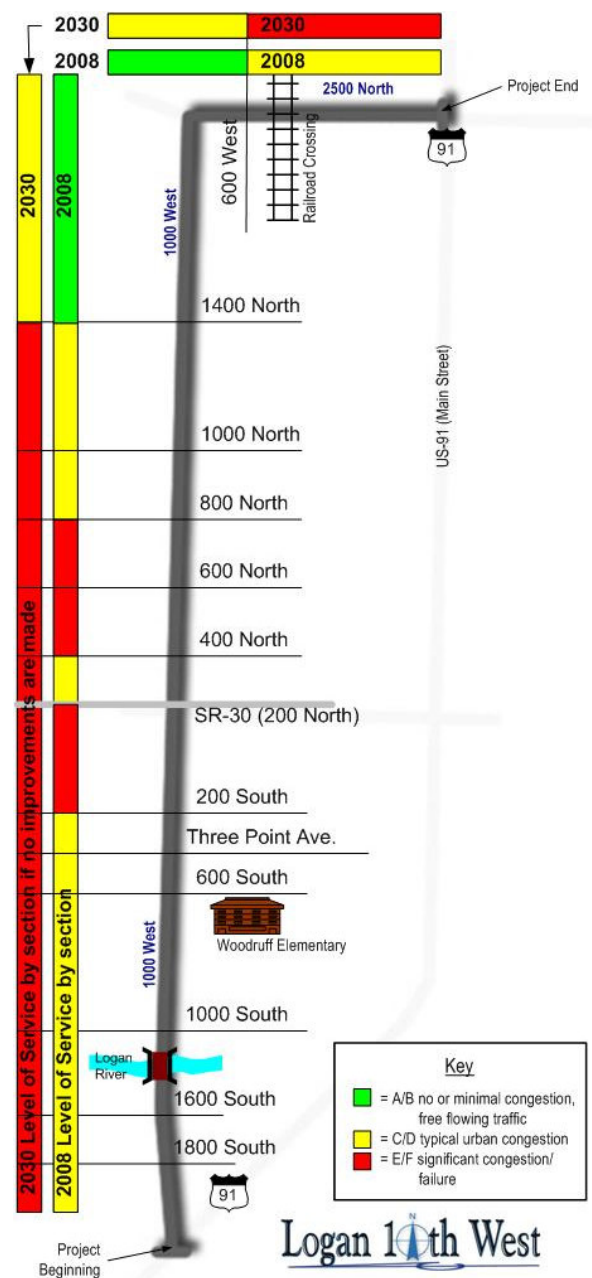
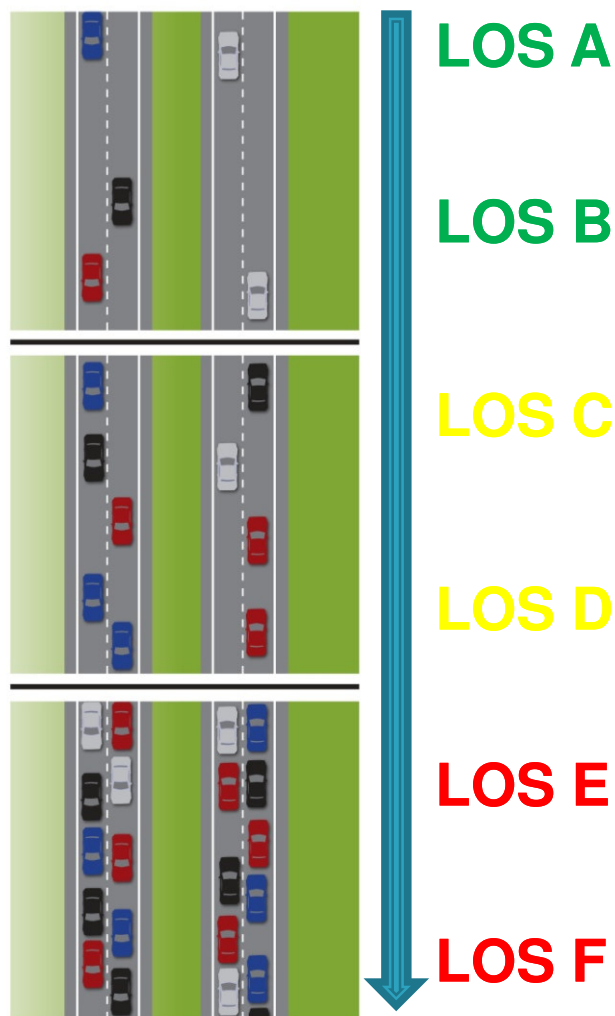


2030 Traffic Volumes

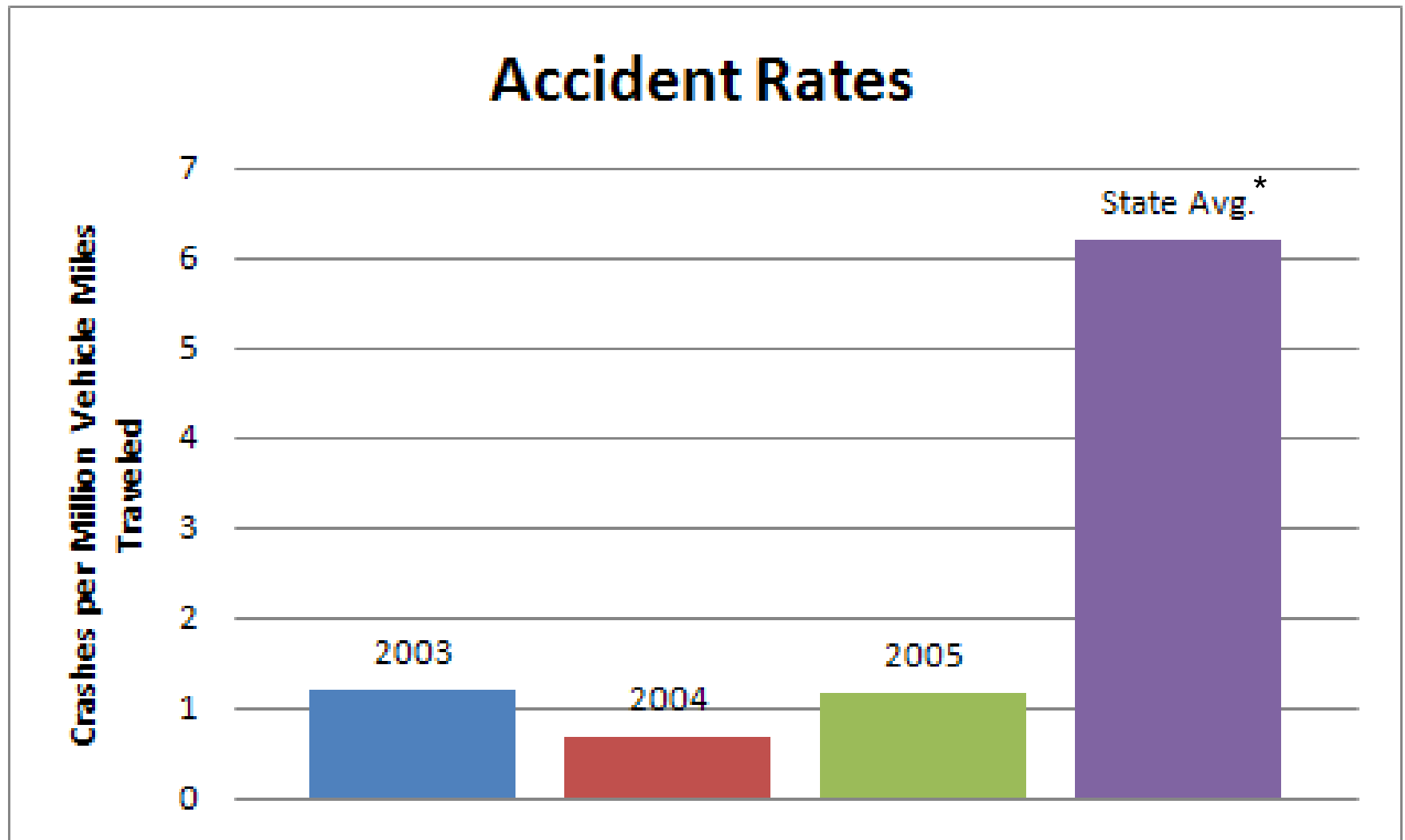


What We Know – Existing Level of Service

(without improvements)



What We Know – Accident Rates



*State average for similar roadway

Corridor Purpose and Need

- ▶ Purpose:
 - To bring 10th West up to state design standards
- ▶ Needs:
 - Capacity
 - Safety
 - Roadway infrastructure

Specific Corridor Goals

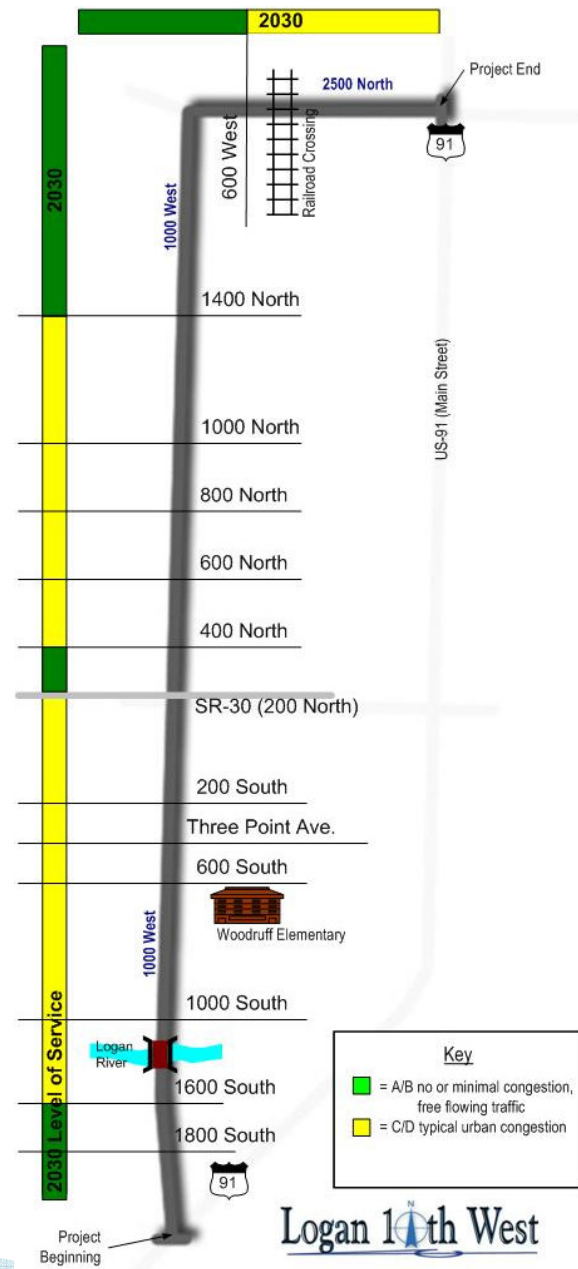
- ▶ **Safety**: *provide safe transportation facilities for pedestrians, bicyclists and motorists for travel on, along and throughout the corridor*
- ▶ **Capacity**: *provide roadway facilities that meet the capacity requirements of current and future traffic for cars and trucks*
- ▶ **Congestion**: *provide an acceptable level of service on the 10th West corridor and its intersections*
- ▶ **Access**: *provide safe and efficient access on and off 10th West that meets the needs of business and property owners, yet reflects the desire for limited access that preserves the corridor's safe operation and reduces congestion*
- ▶ **Environment**: *design and develop improvements that have minimal or no negative impact, reduce current impacts or that enhance the adjacent physical, natural, historical, cultural and socioeconomic environment*
- ▶ **Infrastructure Upgrades**: *plan and design improvements that address associated infrastructure concerns and needs such as drainage, irrigation, utilities and aesthetics*

Conceptual Design Elements

- ▶ Plan for a 5-lane roadway; 2 lanes each direction and a center turn lane (capacity)
- ▶ Add right turn lanes at most intersections, including residential side streets (capacity/safety)
- ▶ Include sidewalks on both sides through residential area (safety)
- ▶ Retain the existing traffic signal at 600 South (safety)
- ▶ Provide signals where warranted (safety)
- ▶ Consistency with Corridor Agreement (capacity/safety)

Design – Level of Service

(with improvements)



2030 5-lane

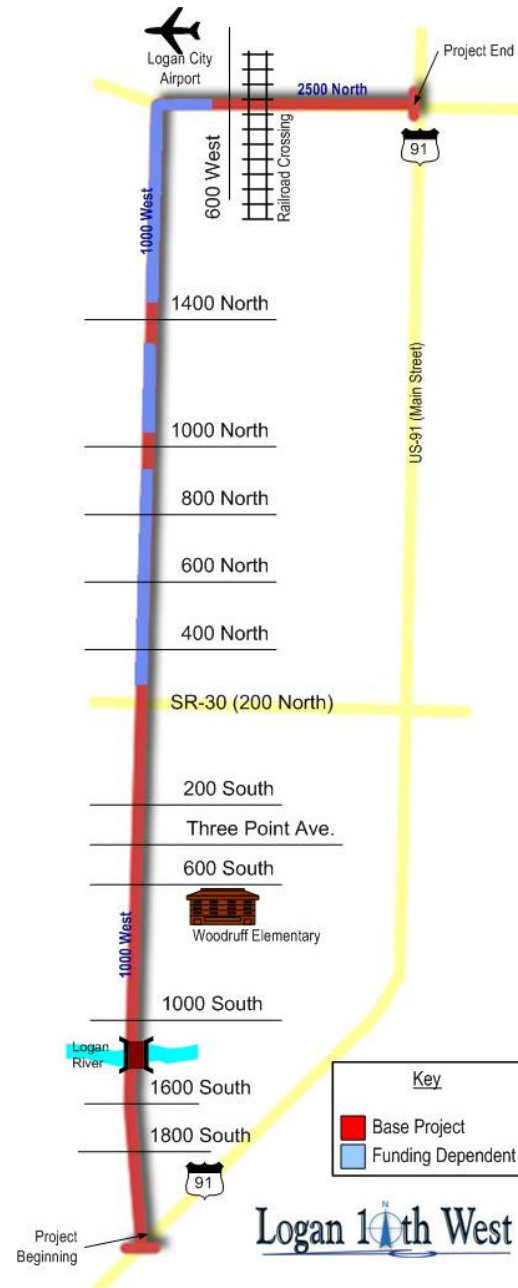
Funding Priorities

Base Project:

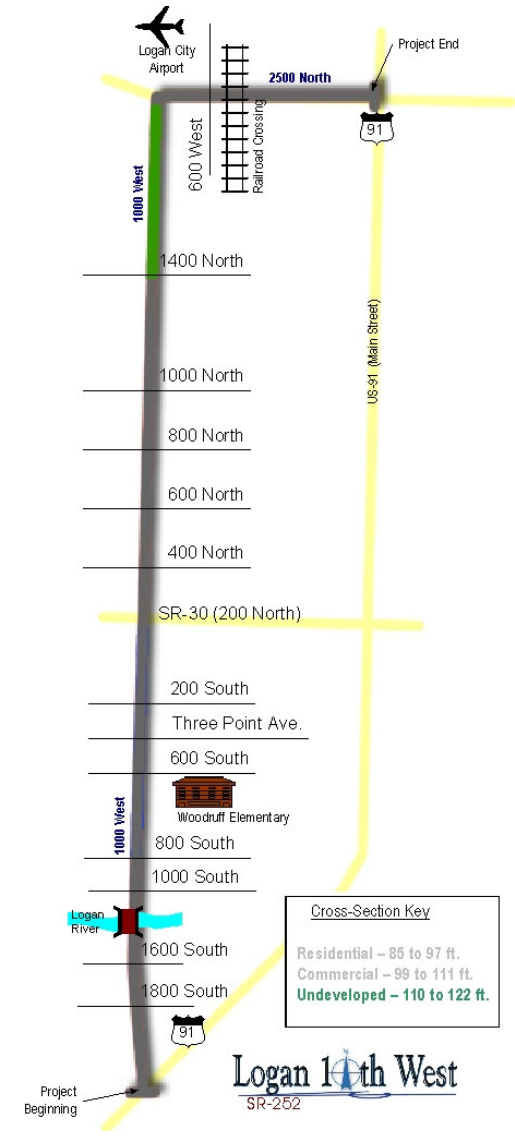
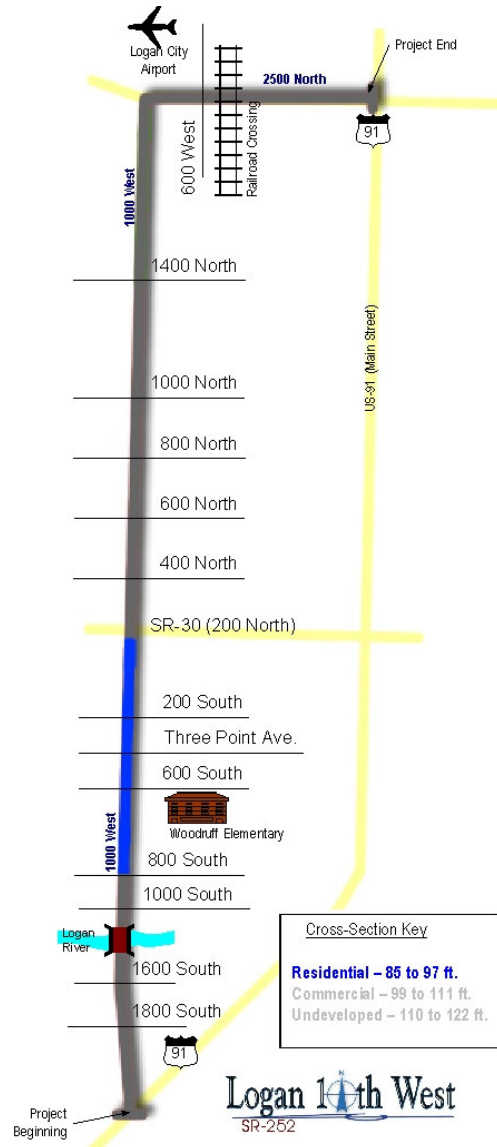
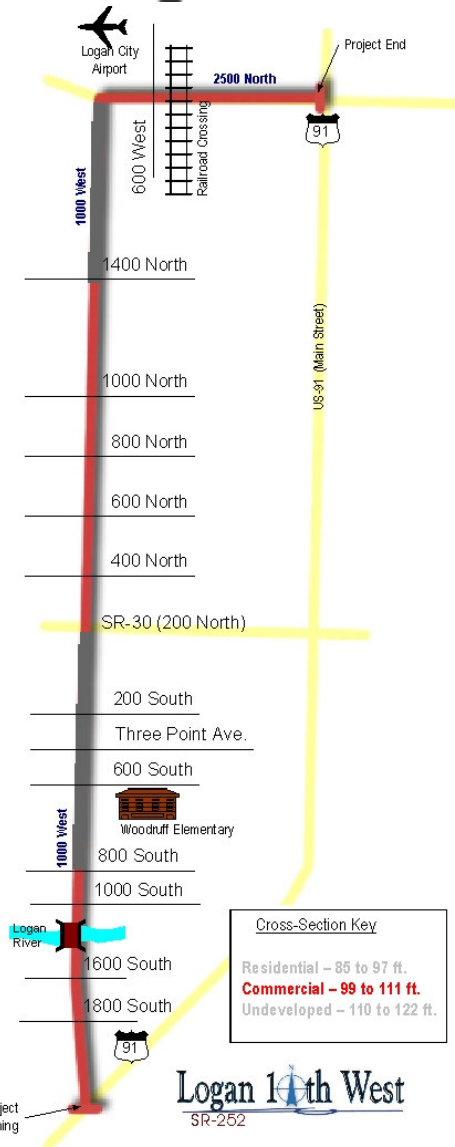
- US 91 to 200 North
- 1000 North intersection
- 1400 North intersection
- 600 West to US 91 (Main Street)

Funding Dependent:

- 200 North to 1000 North
- 1000 North to 1400 North
- 1400 North to 2500 North
- 10th West to 600 West



Design – Typical Section Widths



Design – Intersection Improvements

10th West / US 91:

- Pavement widening
- Underground conduit
- Free flow right turn

10th West / 600 South:

- Retain signal
- Add right turn lanes

10th West / 200 North:

- Modify signal for 10th West

10th West / 1000 North:

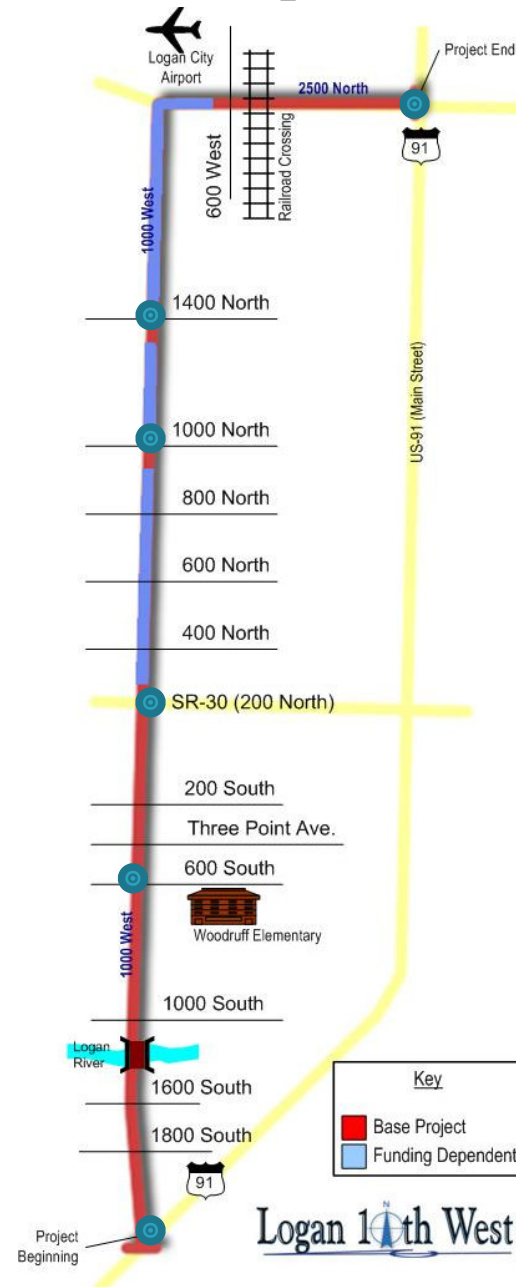
- Provide signal
- Full intersection build out

10th West / 1400 North:

- Provide signal
- Full intersection build out

2500 North / US 91 (Main Street):

- Signal modifications
- Widen 2500 North

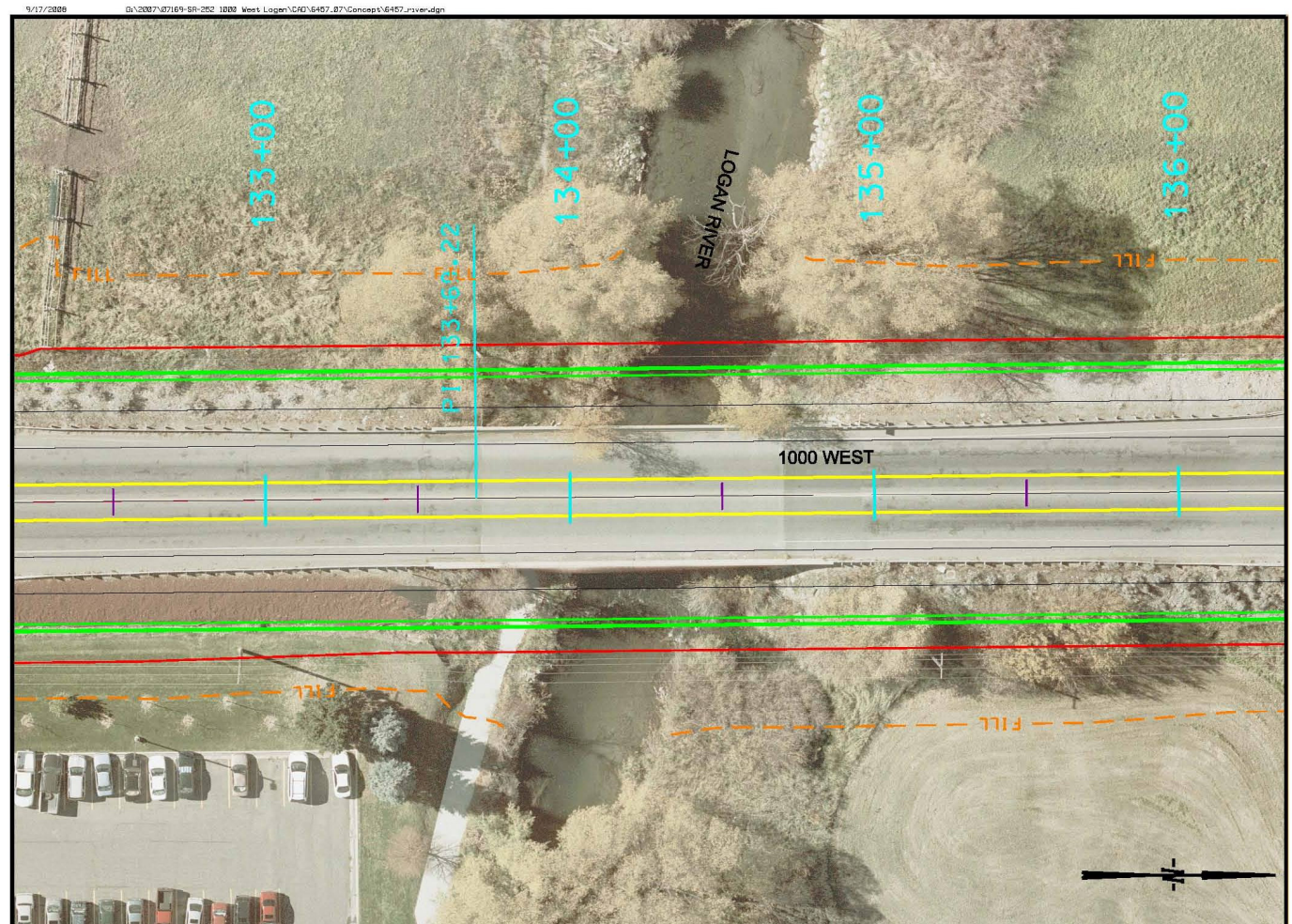


Design – Bridge Widening

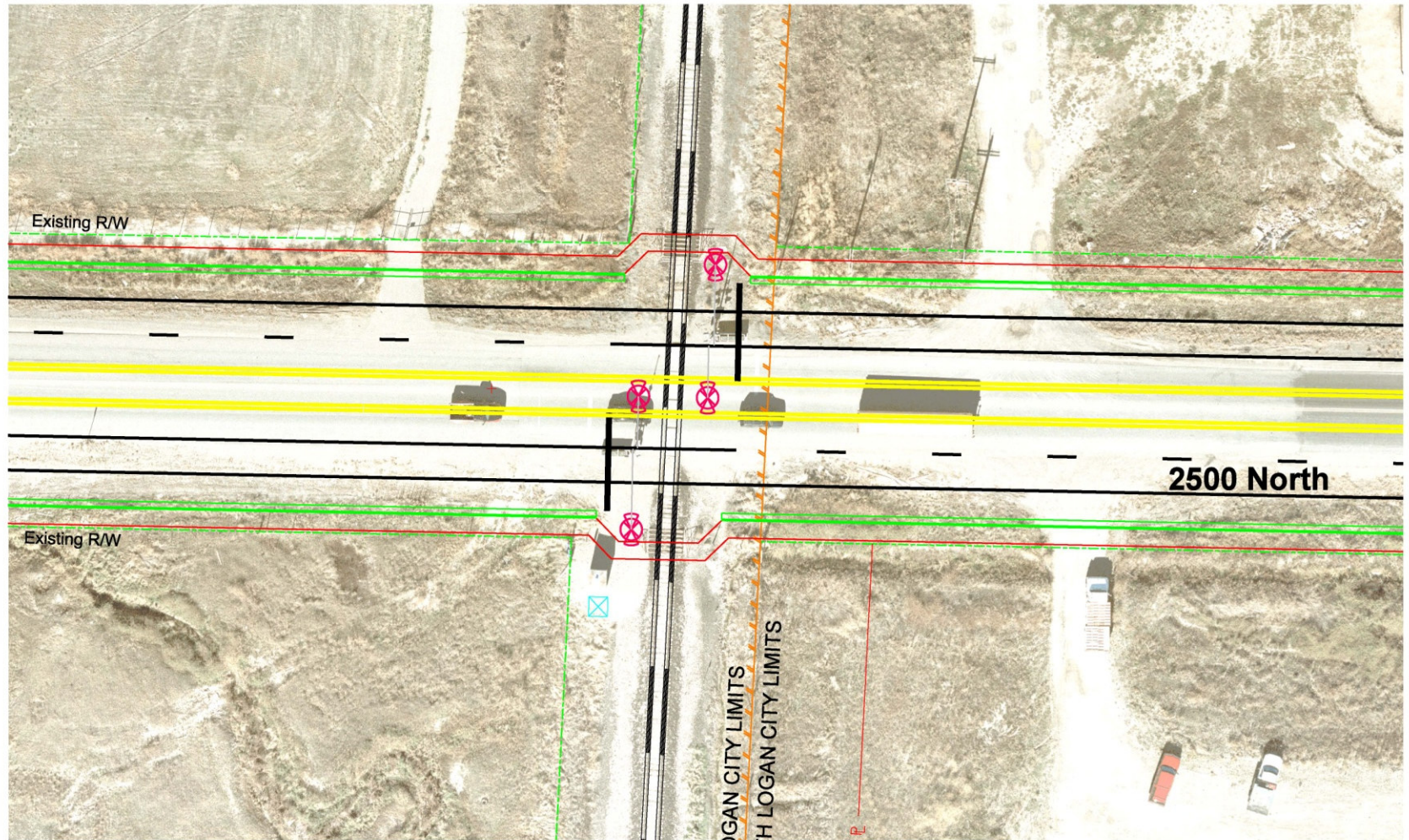
- ▶ Widen to both sides
- ▶ Use of Accelerated Bridge Construction (ABC)
- ▶ Permit coordination necessary

Key


- = Proposed curb & gutter
- = Proposed back of sidewalk
- = Proposed embankment line



Design – Railroad Crossing



Key

- = Proposed curb & gutter
- = Proposed back of sidewalk
- = Proposed embankment line
-  = Proposed location for railroad crossing & gates

Planned Project Schedule

- ▶ Complete Final Design by End of 2009
- ▶ Spring/Summer 2010 – Begin Construction
- ▶ Planned 2 year Construction
- ▶ Wetland Mitigation / Property Coordination is Time Critical

Upcoming Activities

- ▶ April 2009
 - TAC Meeting #3
 - Local Government Meeting #3
- ▶ May/June 2009
 - Public Meeting #3
- ▶ June/July 2009
 - TAC Meeting #4

See Public Meetings and Newsletters section of the web page for more specific information.

Contact Information

for questions and to provide feedback

- ▶ Contact names on project newsletter
- ▶ Email: tenthwest@utah.gov
- ▶ Phone: 1-888-583-6849
- ▶ Web Site: www.udot.utah.gov/tenthwest